

California

State Maritime Security Strategy

SUBMITTED BY:

CALIFORNIA MARITIME SECURITY COUNCIL
(IN COLLABORATION WITH THE SEVEN
MARITIME SECURITY SUBCOMMITTEES)

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BACKGROUND

California has a vital interest in ensuring the security of its maritime community. In today's economy shipping and maritime commerce are essential for participation in the global marketplace. Our ports are the engines that power the State and national economy. It is incumbent on State & local governments, private industry, and the various port authorities to collaboratively develop and implement a strategy that maximizes our ability to sustain this key aspect of our infrastructure and economy.

VISION

The creation of an open and integrated, multi-layered maritime security architecture, that maximizes the abilities of the maritime community to prepare, protect, prevent, quickly respond to and recover from natural and intentional disasters. Through the utilization of the business model, ports will be better poised to save lives, preserve the environment, and sustain continuity of operations and business operations in the all-hazards environment.

MISSION

The mission of the California maritime industry is to ensure the safe, secure and efficient movement of cargo to and from our maritime ports of entry. The California Maritime Security Council (CMSC) acts as an advisory body to the Governor in matters related to Maritime Security. The mission of the CMSC is to:

- Improve local and statewide collaboration and information sharing to identify potential threats and risks to our ports;
- Develop mechanisms and processes to ensure coordination through codified planning processes and procedures that:
 - enhance communications;
 - build multi-layered security systems;
 - streamline emergency response procedures;
 - provide for contingency planning; and
 - define areas of mutual responsibility across the State of California;
- Prepare plans and develop capabilities to quickly recover from a catastrophic event at a California port; and;
- Continual enhancement of the statewide maritime security strategy;
- Develop a strategy to increase the amount of homeland security funding California receives from the United States Department of Homeland Security by establishing baseline levels of preparedness.
- Enact mutual aid agreements in order to facilitate the sharing and leveraging of resources, the building of resilient infrastructures, and to streamline capabilities and processes.

PURPOSE

California maritime security partners, utilizing this strategy, will achieve three key outcomes:

- Establish a matrix to guide State and local officials in the planning and prioritization of resources and capabilities to strengthen security posture for prevention, and for continuity of operations in the aftermath of disruptive events;
- Coordinate the security strategies of California's maritime community in such a manner as to recognize the uniqueness of each port, harbor or ferry terminal, yet provide a common level of security irrespective of the size or location.

- Provide a vehicle to assist the maritime community partners in developing their own strategy that meets the State and federal requirements yet recognizes the unique nature of each port.

GUIDING PRINCIPLES

Our maritime community must be prepared to prevent, protect, respond to, and recover from all-hazards that could disrupt the maritime sector and related sectors. The State of California will take full advantage of: strengthened alliances, with both the public and private sectors; cooperative agreements; advances in technology; strengthened information sharing, collection, analysis, and dissemination; and business continuity and recovery operations.

AUTHORITIES & GUIDELINES

Maritime security will be achieved by coordinating public and private maritime security activities on a global scale through a multi-layer security effort that addresses maritime threats. The National Strategy for Maritime Security aligns all Federal government maritime security programs and initiatives into a comprehensive and cohesive national effort involving appropriate Federal, State, local, and private sector entities. The California Maritime Security Strategy is aligned with the National Strategy in its focus to prevent terrorist attacks on ports and other maritime infrastructure, protect human capital, mitigate consequences in the event of a disaster and safeguard the oceans.

FEDERAL GUIDELINES

In addition to the National Strategy for Maritime Security, the United States Department of Homeland Security (DHS), and the Department of Defense (DoD) have developed eight supporting plans to address the specific threats and challenges of the maritime environment. While the plans address different aspects of maritime security, they are mutually linked and reinforce each other. The supporting plans include:

- National Plan to Achieve Domain Awareness
- Global Maritime Intelligence Integration Plan
- Interim Maritime Operational Threat Response Plan
- International Outreach and Coordination Strategy
- Maritime Infrastructure Recovery Plan
- Maritime Transportation System Security Plan
- Maritime Commerce Security Plan
- Domestic Outreach Plan

Additional National Supporting Plans:

- The Safe Port Act
- Maritime Transportation Security Act
- National Infrastructure Protection Plan
- National Preparedness Goal
- National Response Plan
- National Response Framework
- Strategy to Enhance International Security.

Development of these plans was guided by the security principles outlined in this National Strategy for Maritime Security. These plans will be updated on a periodic basis in response to changes in the maritime threat, the world environment, and national security policies.

STATE AUTHORITY

Executive Order S-19-06: Provides that the Director of the Office of Homeland Security shall create the California Maritime Security Council to enhance port security through statewide collaboration and information sharing, and provide direction on Council membership.

CALIFORNIA STATE MARITIME STRATEGY & GOALS

The security of California's maritime domain will rest on the coordination and cooperation of all partners in California's maritime community, to include: ports, harbors, and ferry terminal operators. Collaboration and sharing will promote greater understanding and greater efficiency in planning efforts and the identification of resources.

Through the implementation of this strategy California will promote maritime security through efforts to Prevent, Protect, Minimize (the Impact of events), Safeguard, and Restore its maritime community.

There are 5 overlapping and interconnected strategic goals in the multi-layer approach:

- Improved statewide collaboration and information sharing that includes leveraging the California State Terrorism Threat Assessment System and developing a mechanism for sharing of best practices and lessons learned
- Complete an integrated assessment of California's eleven commercial ports that considers individual and collective business operations, security posture, and interconnectivity between the ports and other elements of the supply chain
- Provide a mechanism to enhance California ports' ability to individually and collectively meet State and federal requirements, including plans to increase the amount of homeland security funding California receives from the federal government
- Develop and implement on a statewide basis a plan to quickly recover from a catastrophic event, and plan for the continuation of business after an event, at a California port that includes all port partners
- Create a Science & Technology roadmap that identifies capability gaps and areas of research that could address those gaps

Five strategic goals frame the baseline of the strategy. The framework created by these goals provides the opportunity for the State, and each port to embark on actions across a broad front that will allow the State to leverage the existing capabilities of each port, available federal and state funding, and emerging technologies to develop the most comprehensive security posture possible within the constraints of current resourcing.

STRATEGIC OBJECTIVES

The strategic objectives associated with the goals are:

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| Security Programs | Plans to ensure business continuity, and plans to minimize the impact of an event to the region and to the state of California. |
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| Security Structure | The development of plans should center on a “business model” structure that takes into account the unique nature of each port. |
| Threat & Vulnerability Assessments | Develop and carry out coordinated and integrated Threat and Vulnerability Assessments throughout California’s maritime community in order to address threats and vulnerabilities of each Port and to the California maritime community as a whole. |
| Security Baseline | An analysis and comparison of each of California’s port’s security designs, infrastructure, resources, and technologies should illuminate the strengths and weakness of port security, individually and collectively across the State. |
| Mitigation Plans | Upon completion of the analysis of each port’s security baseline, each port, in tandem with their business model, will be able to better develop mitigations plans for business recovery. |
| Best Practices | Collaborate with the California Port community, and our State, federal, and local partners to develop and implement a process which identifies and facilitates the collection and dissemination of best practices. |

SECURITY PROGRAMS

Each of California’s maritime community members is responsible for the design and implementation of integrated plans that:

- Minimize the undue risk to disruption of services;
- Maximize the ability of the port to continue operations in support of the state and nation;
- Provide for the safety of their port, employees, visitors, and surrounding communities;
- Provides for the resumption of operations.

SECURITY STRUCTURE

The development of a mission and business operations plan that takes into account the unique nature of each port as well as interfaces between ports and other parts of the supply chain is necessary to understand individual and collective security postures. Multi-layered plans must center on a “business model” structure that takes into account the unique nature of each port, and provides a framework by which each of the ports can maintain the planning continuity and consistency that addresses the needs within the unique business and operational models of each port.

The inherent differences in California’s ports prevent the development of “one size fits all” plans and demands the development of a plan that acknowledges the business model of each port, yet provides a common level of security across the State. Identification of the port’s business

model will afford the various port authorities and planners the ability to address the explicit needs of that particular port.

SECURITY BASELINE AT EACH PORT

An analysis and comparison of each of California's port's security designs, infrastructure, resources, and technologies should illuminate the strengths and weakness of port security, individually and collectively. In an effort to facilitate this comparison, a complete analysis of each port's security program, including scalability based on changes in the MARSEC level, will be conducted in coordination with the USCG, Port Directors, local law enforcement, OHS critical infrastructure program, and national laboratories.

This effort will facilitate the development of a baseline of the current security designs for each of the eleven ports, outlining, in priority, the actions and efforts for consideration to enhance security to the maximum reasonable level.

THREAT & VULNERABILITY ASSESSMENTS

A statewide coordinated collaborative threat and vulnerability assessment would allow the California maritime community to systematically address threats and vulnerabilities to improve the security posture of the California maritime infrastructure. The State, in collaboration with membership of the CMSC, California state partners, DHS and the national labs will assist each of the 11 California ports in the development of a coordinated and integrated threat and vulnerability Assessment to identify gaps and to provide recommendations.

DEVELOPMENT OF MITIGATION PLANS

Upon completion of the analysis of each port's security baseline, in tandem with each port's business model, the ports will be able to better develop mitigation and business recovery plans. A security baseline should provide for the design of a unique mitigation plan for each commercial port, developed and approved by the local port authority, and coordinated through the CMSC, to ensure the most expeditious development possible of an enhanced security posture for the California maritime Industry.

BEST PRACTICES

The State will collaborate with the California port community, and State, federal, and local partners to develop and implement a process which identifies and facilitates the collection and dissemination of best practices among partners in the California maritime community.

CMSC SUBCOMMITTEES

The CMSC has created seven subcommittees that work in support of the Council and the development of the strategy. The role of the collaborative subcommittee is to develop new, enhanced, and future recommendations to the full CMSC for consideration in the overall State maritime strategy. The focus of each of the subcommittees is outlined below.

State Maritime Security Strategy

- Developing Planning concepts

This subcommittee will focus on the development, implementation and continual enhancement of a statewide maritime security strategy. Issues that should be addressed include evacuation and catastrophic planning, establishing criteria to aid in project prioritization, and setting

baseline operational and procedural security measures to coordinate with Maritime Security (MARSEC) levels and the Homeland Security Advisory System.

Planning efforts will include coordination through the Area Maritime Security Councils within the three US Coast Guard sectors. The responsibility of Continuity of Operational planning remains within each of the eleven ports.

Legislation, Grants & External Relations

- Continuous Legislative & Resource Collaboration

This subcommittee will continuously review, monitor, and recommend to the full CMSC legislation that impacts the maritime sector. The subcommittee and associated ports, with the authority of the CMSC will advocate for legislation that supports and furthers the State's maritime security efforts. In addition, a focus will be directed toward enhancing regional collaboration & coordination to maximize activities amongst member ports in identifying federal, State, and general operating funding sources, and in making investments.

This subcommittee will review and monitor legislation and grants that impact the maritime sector, advocate for legislation that supports and furthers the State's maritime security efforts, and explore opportunities for leveraging funding. This subcommittee will provide recommendations on the development and implementation of the State port security grant program.

Information Sharing

- Integration of Information Sharing Practices

The CMSC will support the full partnership of California's ports in becoming fully integrated with the intelligence community through intelligence and information sharing. Enhancing existing information sharing mechanisms to maintain close communication and coordination among California ports is essential to building functional security programs, and enhancing California's maritime security.

This subcommittee will focus on strengthening information sharing capabilities between federal, State and local agencies and explore issues including expanding and developing fusion centers and an early warning system. This subcommittee will focus on improving statewide collaboration and information sharing to identify potential threats.

Science and Technology

- ports are utilizing the most effective resources to counter the threats posed by terrorists *Improving Maritime Science & Technology (S&T) Capabilities*

Through the CMSC, universities, national laboratories, research centers and other members of the scientific community, this subcommittee will work to identify capability gaps in California's maritime industry and relevant facilities and infrastructure, including security, emergency response, reconstitution, communications, coordination and contingency planning. A recommended S&T roadmap will be developed to promote funding for research and technology development programs that can advance maritime and associated supply chain security.

This subcommittee will develop plans and protocols to research and disseminate information on the development of new science and technology which would ensure that and in response to all catastrophes, man made or natural.

This subcommittee will focus on expanding and establishing partnerships with national laboratories, universities, research centers and federal, State and local agencies, to improve our maritime science and technology capabilities. The subcommittee will review technologies including resources to detect the presence of nuclear materials in shipping containers and vehicles, biological and chemical countermeasures, and broad-based detection tools.

Training and Exercises

- Enhancing and Synergizing the Maritime Training and Exercise Efforts

This subcommittee will provide a professional forum and a network of organizations that link training & exercise issues between each of the CSMC subcommittees, the three Area Maritime Security Council's (AMSC) Training and Exercise Subcommittees, the maritime security and port partners, and federal, state, and local agencies to facilitate enhancing and synergizing the maritime training and exercise efforts by:

- Providing a standardized methodology for maritime training and exercise implementation following the guidelines of the Homeland Security Exercise and Evaluation Program (HSEEP).
- Providing leadership, unity, and focus of effort to the development of California's Port Security Exercise Program as an integral part of California's 5 year Exercise Program and the Governor's Annual Statewide Exercise Series Golden Guardian.
- Identifying areas where port partners can leverage existing training programs to maximize maritime security training opportunities.
- Identifying emerging training requirements in port and maritime security and institutional training where possible.
- Reviewing Port Security Grant Initiatives specifically addressing training and exercise issues and make recommendations to enhance maritime security and port security.
- Reviewing lesson learned/best practices and research in order to identify trends for future applications.

Transportation Workers Identification Card (TWIC)

- Implementing the Rule

This Subcommittee will focus on developing specific recommendations on the implementation of federal and State requirements for the TWIC. The TWIC program's goals are to positively identify authorized individuals who require unescorted access to secure areas of the nation's maritime transportation system; determine the eligibility of an individual to be authorized unescorted access to secure areas of the maritime transportation system; enhance security by ensuring that unauthorized individuals are denied unescorted access to secure areas of the nation's maritime transportation system; and, identify individuals who fail to maintain their eligibility qualifications after being permitted unescorted access to secure areas of the nation's maritime transportation system and revoke the individual's permissions.

Recovery and Reconstitution

- Business Continuity

This Subcommittee will recommend processes and procedures to assist the various ports to develop their ability to maintain Business Continuity. Ports must ensure their business models

include strategies directed at the rebuilding and sustainment of infrastructure and communications to minimize the impact of an event to a region and to the State of California. The establishment of an all-hazards approach to enhance recovery operations to include best practices and procedures from incident management disciplines from the public and private sectors that will integrate them into a unified structure, would greatly enhance re-building post disaster.

This subcommittee will provide recommendations on the establishment of an all-hazards approach to enhance recovery operations to include best practices and procedures from incident management disciplines from the public and private sectors that integrates them into a unified structure.

Additionally, this subcommittee will develop a strategy to enhance the recovery from all-hazards incidents and reconstitute essential services by exercising authority, maintaining critical operations, and fulfilling essential functions working with federal, State, local and the private sector.

RESPONSIBILITIES

The Governor's Office of Homeland Security is responsible for facilitating and supporting the efforts of the CMSC and the subcommittees in developing and sustaining the State maritime security strategy.

The CMSC is responsible for representing the maritime industry in developing and advocating recommendations to the Governor and other State officials on issues relating to this strategy

The subcommittees are responsible for developing their work products in support of the CMSC.

The ports and aligned agencies, as identified by the CMSC are responsible for providing appropriate representation to the subcommittees and CMSC as needed to ensure representation during the development, update and annual review for the continual implementation of the statewide maritime security plan.